



**NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
105 S HANSELL ST  
MAXWELL AFB, AL 36112**

8 April 2019

TO: REGION AND WING DOUs AND sUAS POCs

FR: MR AUSTIN WORCESTER, CAP/DOU

RE: 3<sup>rd</sup> QTR FY 2019 sUAS PROGRAMMATIC UPDATES

ALCON:

To keep everyone up to date, this is our quarterly update on what is going on in the CAP sUAS Program from a National Perspective. Copied in are all the DOUs or POCs (those doing the DOU job but hold a higher position in the chain), that I currently have – for those wings that I don't have a DOU on the roster, I've copied in the commander. I have also copied in our National sUAS Team. These are your community peers. Many have extensive experience in sUAS operations. This is an outstanding group of members whom will be shaping the face of public safety sUAS operations for many years to come. CAP is currently the largest sUAS operation in the U.S. and we will just continue to grow. We currently have over 1,300 FAA registered airframes and expect nearly 1000 sUAS pilots in our system by the end of the FY. Our program is involved in all three missions of CAP – ES, AE, and Cadet Programs.

**SAFETY AND INCIDENT REPORTING**

All damage to our sUAS, with the exception of propeller damage, must be reported in a SIRS incident report.

Please do not attempt repairs on your own or at the wing level, unless we authorize it here at HQ. Please ship it back to us for repairs...

We consider propellers consumable items and expect an occasional ding or break.

When entering your mishap/incident/accident into SIRS, use the following procedure:

For drone mishaps, the member should go into SIRS the same way they report any mishap and click on "File New Mishap." From the "Select type of mishap" dropdown menu, they select "Aircraft" and fill in the rest of the initial information. Please put "**This is a drone mishap**" at the beginning so there is no confusion.

When they move on to completing Part 2 (“Update New Mishap) they can select the “Aircraft Information” tab. Then...

- 1) Select the wing that owns the drone and then go to the dropdown menu titled “Select Tail Number.” For every wing, the first tail number listed is “drone.” They select that.
- 2) Enter brief description of the damage.
- 3) Select A99 as the purpose of flight (we don’t analyze that data, so it won’t matter).
- 4) For phase of operation, select “Ground – Ground Handling.” That will get rid of all the fields for weather, airport, runway, etc. so operators won’t have to worry about those fields.

Then, you can enter all the information on the location, the type, the registration, etc. in the initial description and mishap review.

To clarify. Suspension of sUAS Flight Privileges, commonly called grounding, does not ground the pilot from our traditional fixed wing program, unless the Wing/CC does so specifically under CAPR 70-1.

## **OPERATIONS**

Call signs: The AF Voice Callsign Office has assigned “Cicada” as our sUAS callsign and “Triad” as our Red Cell callsign.

I get asked a lot about liability and insurance coverage. Our liability and insurance protections remain the same as in other portions of our organization. If you are under an AFAM you are covered by the federal protections. If you are not operating under an AFAM but are participating in any type of CAP event (meeting, training (with or without a mission number), presentation, etc.) you are covered by the corporate liability protections and insurances.

A reminder, if you are flying CAP assets – you should be flying within the draft regulations we have posted on the drop box. That requires the use of an sUAS Technician (visual observer).

Also, as a reminder, if you are participating as part of an sUAS team, under CAP auspices, you are required to be in a CAPM 39-1 compliant uniform.

A sUAS Team is considered a sUAS Mission Pilot and a sUAS Technician (The Technician was formally referred to as a Visual Observer). We are using the term sUAS Technician to comply with the proposed FEMA/NIMS national asset typing for sUAS Response Teams.

For a Region/Wing to be declared as having its Initial Operational Capacity (IOC) for ES missions, it must have 5 fully qualified sUAS Teams. For a Region/Wing to be declared as having Full Operational Capacity (FOC), it must have ten (10) such teams. I know it may be difficult for some of the smaller wings to meet this, but we’re going with this to start and see how it goes.

Many wings are already to the IOC stage. We are going to start tracking progress across the country with this and the FOC stage this monthly. Every wing (with the exception of IAWG & HIWG) now has an sUAS Response Equipment Package.

Our goal is to have 90% of our Wings with IOC by the end of this FY, with FOC by the end of the next FY.

A sUAS SORTIE is defined as your team's departure from your home base or mission base (as applicable). It ends with the return to that location by the team. A sUAS FLIGHT is defined as a takeoff and landing of the sUAS. There can be multiple flights within a sortie. We will track flights within a sortie on a CAPF 109U. A sortie will be tracked in a CAPF 109. I've included a draft CAPF 109U in the dropbox link I'll include below.

sUAS operations will be released by an FRO on a PER SORTIE basis. We will define an FRO's qualifications as we go, but sUAS sorties can currently be released by a GBD / AOBD, OSC, or IC. Traditional FRO's with a Part 107 certificate can also release sorties. We have developed a draft CAPF 99U for use until this process is established in WMIRS.

As in our traditional aviation program, we MAY permit the use of personal airframes for missions ONLY if a corporate airframe is not available (it being on the other side of the state doesn't constitute a corporate aircraft being not available), on a case by case basis with approval from the CAP/DO. Under no circumstances can personal airframes be used in the Counter sUAS mission.

CAP NHQ will apply for and coordinate with the FAA & TSA for airspace waivers & COA's needed for operational missions. Until we say otherwise, we need to make sure these are done completely and properly to protect the organization's interests and relationships. If your wing has state specific requirements, your Wing is required to ensure those are done.

We have selected Kittyhawk (<https://kittyhawk.io/>) as our enterprise solution to manage our sUAS airframes, maintenance, missions, flights, pilot logs, checklist management and use, airspace information, LAANC authorizations, secure and direct streaming of sUAS video to our customers, being a beta tester for them, etc. We have purchased unlimited licenses and use of their site. Currently, we are doing a soft rollout for our operational Red Cell Teams, but there will be much more about this as we expand its use to our entire CAP sUAS program.

### **COUNTER sUAS ("RED CELL")**

We have airspace authorizations for many of our selected sites and all the others are under review by the FAA.

### **TRAINING:**

How do we train our people you ask?

Personal sUAS may be used for training. BUT! - CAP is not responsible, nor will we repair/replace personal airframes damaged or destroyed in training. Those airframes must be airworthy and properly registered with the FAA.

You do not need a mission number to train your people (this is a common misconception in many units/wings/regions)!

SQTRs still aren't uploaded nor 107 tracking into eServices. I do not have an ETA on those capabilities. IT is extremely overloaded CAP-wide, and they are doing the best they can. I'll keep you up to date. In the meantime, we are using paper copies of the draft SQTRs, CAPF 5U and CAPF 91U

Initially, while there are very limited numbers of instructors and check airmen, Members can videotape their CAPF 5U and CAPF 91U check rides and submit those videos to the CAP/DO, DOA, or DOU for evaluation and approval and endorsement for Instructors, Check Airmen and Check Airmen Examiners. This does not apply to DEWG, NYWG, NATCAPWG, COWG, or MDWG as they have a Check Airman in their respective wings. DOUs will be granted SET status once they have completed their 5U and 91Us. We'll grant, on a case by case basis, SET status to members without the 1-year experience until we build enough cadre of sUAS SETs (this is already permitted by regulation).

Please use the training material in this link as this is the national standard and curriculum. Please do not insert Wing specific requirements at this time. We'll allow Wing supplements through the correct processes once the CAPR 70-1U is fully approved

<https://www.dropbox.com/sh/45x1hh491nl1iqm/AACu04UWDu9bQLpD1GkqWtTta?dl=0>

### **AEROSPACE EDUCATION:**

Many of you are aware of the deletion of Part 336. Many believe that this restricts the RC community and requires Part 107 certification. It does not. All the deletion of part 336 does is allow the FAA to regulate the RC community which it has not yet done. We will permit operations for AE purposes under FAA Part 101. Part 107 certification will not currently be required. That said, a CAPF 5U will be required by those members performing these duties to verify they are safe to operate these airframes.

That said, the FAA now has the authority to regulate the RC community and this could change with little to no notice – we'll stay on top of this and be prepared to adjust as needed.

I strongly encourage you all to reach out to your local Academy of Model Aeronautics (AMA) remote control airfields and work with them, so you have a good place to train and proficiency fly your equipment! There is a national level MOU between CAP and the AMA in which we

agree to support each other... I've never been less than very well received with any AMA field I've ever approached.

As always if you have a question or need, please ask or reach out to me at [aworcester@capnhq.gov](mailto:aworcester@capnhq.gov). I'll get back to you ASAP!

V/r

A handwritten signature in black ink, appearing to be 'Austin Worcester', with a long horizontal flourish extending to the right.

Austin Worcester  
HQ CAP Senior Program Manager  
Small Unmanned Aerial Systems